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SOURCE Soviet newspapers as indicated.

RAILROAD OPERATIONS SPEEDED

SPEED TRAIN FORMATION AT CHERNOVTSY -- Pravda Ukrainy, No 179, 30 Jul 48

Freight turnover in the Chernovtsey station is increasing day by day. Limitations, however, in yard trackage have created difficulties in handling the trains and have delayed the formation and reforming of trains. A new method is to accelerate train formation.

The originator of the new method, Dmitriy Kolpakov, builds up his trains without the switching hump and long sidings. He simultaneously directs the formation of two or three trains. This enables him to form 20 or more trains per shift instead of the stipulated 14. Kolpakov has succeeded in forming heavy 78-car trains, weighing 2,250 tons, in the extremely short time of 55 minutes. His innovation is now being successfully applied at many stations of the L'vov railroad line.

ELIMINATE UNNECESSARY WATER STOPS -- Pravda Vostoka, No 148, 27 Jul 48

Engineers of Kagan Railroad Station are endeavoring to extend runs without making additional stops en route to take on water. Delays were inevitable when engineers would stop for water every 30 or 60 kilometers on the Kagan - Zverdashov and Kagan - Zladian sectors. Recently, engineers Val'kov, Makhalin, Golubov, and Grigor'yev made a 116-kilometer run without stopping for water along the way. Several days later Golubov operated a heavy train 232 kilometers without making any stops for water.

NEW TBILISI - BATUMI PASSENGER TRAIN -- Zarya Vostoka, No 150, 29 Jul 48

An additional passenger train has been added to the one that travels between Tbilisi and Batumi. The new train makes the trip on odd days, and also runs between Tbilisi and Sadakhlo. This is the first time that there has been daily passenger train service between Tbilisi and Batumi.

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BRIDGES FINISHED EARLY -- Sovetskaya Latvya, No 180. 21 Jul 48

Road repair in the Republic and construction of new bridges across the Bol'shaya Yugla and Malaya Yugla rivers is being speeded. Two bridges were completed ahead of schedule: one in the Popazhi region across the Bol'shaya Yugla River, with a length of 45 meters, the second one in the Ikshkile region across the Malaya Yugla River, with a length of 39 meters. The bridges were built under the supervision of engineer Smola.

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- 2 -

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